



# Up, Up and Away

By Laura Adams with excerpts from *AeroStats*, March 2013 issue

For the past two decades, Boise's Ann Morrison Park has been graced with an array of colorful hot air balloons in August, attracting spectators from all over Idaho. I'm referring to the Spirit of Boise Balloon Classic produced and operated by Laurie and Scott Spencer of Boise. They are co-owners of Lighter Than Air America, Inc. and partner with Peak Broadcasting to present the hot air balloon event. This year's festivities begin Aug. 28 at 7 a.m.

For all these years, I had no idea that native Idahoans were responsible for giving us this exciting week of amazement. It was even more surprising for me to learn that these folks are pretty famous in aviation circles, operating on a global basis for clients such as The Walt Disney Company, Disney Studios, the Kellogg Company, and Coca-Cola. This year, they have been on a major media adventure from Hollywood Boulevard, to the Daytona 500, to the Home Shopping Network, and finally ending in New York City's Central Park. Shari Gale wrote about the Hollywood portion of their journey in the March edition of *AeroStats*.

*The Spencers picked up their new balloon christened 'Great & Powerful' just before they headed to Hollywood. They tethered the balloon on Hollywood Boulevard out front of the El Capitan Theater where the Jimmy Kimmel Show is*

*produced. The star of the movie 'Oz the Great & Powerful,' James Franco, shared the basket with Laurie. They made it look like he was actually flying the balloon as Jimmy Kimmel introduced him on a live, national-television feed. Here's what Scott had to say about the experience:*

*"While the full impact of this unique effort for our Disney family still hasn't set in, I can tell you that I never ever expected to see pictures of movie stars on our web pages with our balloons. Disney is calling the 'Oz the Great & Powerful' movie premiere one of the biggest in the company's history and certainly their biggest to date involving social media. With the first 'explosive release' of Oz images at the premiere, our 'Great & Powerful' hot air balloon was seen in 150 countries by millions around the planet in a matter of minutes. It is a bit overwhelming to be a part of that, and I'm just now getting Laurie back to earth after her time in the basket*



World premiere for 'Oz the Great & Powerful' movie.

*with James Franco. We did the actual flying as you might expect. Laurie was in the basket the entire time, and I prompted her via our radios. She would tap James on the leg to get him to fire the burners. It worked pretty good."*

*"I'd say it worked very well," Shari commented. "It was fun to see it all unfold on my own television. But, they weren't done yet. The next day they were at the beautiful Langham Hotel in Pasadena to tether the balloon for television anchors from all over the United States. The Disney Corporation brought in the media, the movie's cast, and space for the production facilities. "All"*

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# On The Fly Editor Squawk

By Laura Adams, Editor



Spring fever is in full swing. I've seen many of you in our office this month registering your planes after towing them out, only to realize that the 2013 decal is missing. The good news is that from now on you'll only have to remember one state aviation-related registration. Legislation that goes into effect July 1 eliminates Idaho pilot registration.

As you know, the *Rudder Flutter* has been tied to the airman registration for many years. Beginning in July, we will

mail all Idaho airmen and aircraft owners, who were registered with us in 2012-2013, an annual subscription renewal postcard for the *Rudder Flutter*. This subscription will be **free**, but you will need to complete the form and mail it back to us **every** summer to receive another year of the *Rudder Flutter*. We also plan to make our current edition of the *Rudder Flutter* available on our website immediately after publication, if you'd rather save the trees and save us the cost of printing.

Next, I want to offer an apology to a couple of people who submitted articles for our winter issue. Patty Mitchell was the author of the "Women of Grit" article in the Compass Rose section, and her byline was inadvertently omitted. Also, Colleen Back submitted the Big Creek article along with captions for the two photos; the photos appeared without the captions. The "burning lodge" photo was taken in October 2008 by Walt Smith of Ray Arnold Aviation. The preliminary design of the new lodge illustrated the general concept of what

the Houston-Bugatsch architects have in mind.

Finally, I've saved the best for last. You should know about the **Idaho Historical Society's "Night of Flight"** film event scheduled for **Thursday, May 23, at 7 p.m.** in Boise at the History Center on Old Penitentiary Road. In March, Archivist Michal Davidson and intern Anneliese Warhank offered the first "Night of Flight" to share part of a recently discovered collection of aircraft films and documents from as far back as the 1920s. Unfortunately, I didn't learn about this event soon enough to let you know about it. But let me tell you, it was a real treat. We viewed two 25-minute films: One, produced by the Department of Aeronautics and directed by Chet Moulton, depicted smoke-jumper training at McCall during the 1950s. The other was a History of Helicopters produced by Shell Oil Productions about the development of the helicopter, from visionary drawings of Leonardo da Vinci to "today's" troop-carrying giants. Depending on interest, Michal is willing to continue offering these popcorn-and-old-aviation film events. Hope to see you at the next one.

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## ADVERTISING CHANGES

In an effort to accommodate more advertising in the *Rudder Flutter*, we are updating our structure and rates. This summer we will also begin offering the **free** publication to aircraft owners, as well as Airmen. At a minimum, this will double readership. As of June 15, we will offer two sizes of advertising space:

Size rate	Annual Fee (4 issues)	Dimensions
Half Page	\$700	7 1/2" wide X 4 3/4" tall
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We welcome new advertisers! As always, we gladly accept advertising that promotes aviation businesses, but do not run classifieds in this publication. To renew your annual advertising, please contact me no later than June 15. Laura Adams (208) 334-8775 or [laura.adams@itd.idaho.gov](mailto:laura.adams@itd.idaho.gov)



# From the Administrator:



## The Political Experience

The recent legislative session was my first opportunity to represent the Division of Aeronautics. It was a fascinating experience, and I quickly learned that Idaho legislators genuinely know and care about our airports. Our lawmakers understand the role airports play in the economic success of an Idaho community, and they value our backcountry airports as highly as any super cub pilot. I also learned that they aren't too keen on adding additional rules, taxes or burdens on our citizens.

All in all, I'm proud to report that we achieved some significant success during this legislative season.

The initial proposal to increase aviation fuel taxes by two cents per gallon was dropped after hearing concerns from the larger airports and fuel suppliers. Although the Idaho airport aid program remains significantly under-funded, most Legislators believe the economy needs sturdier legs to support that investment.

Pilot registration will be deleted from state law, effective July 1. The fiscal impact of registering pilots was so small that the requirement was easily removed. Legislators were more than happy to toss out a burdensome statute.

We were able to increase aircraft registration fees by a small amount, from one cent per pound of gross aircraft weight to three cents, also effective July 1. This new rate, still low in comparison to most states, will allow us to make some much-needed investments in our backcountry airstrips, search and rescue training and pilot safety programs.

Unmanned Aerial Systems (UAS) development was given a boost this year with the passing of two important bills. One, a resolution to combine efforts in building a UAS industry in Idaho, and another that addressed privacy concerns that could have stalled such development. Both position Idaho to become a national leader in the promising UAS industry.

Chip Kemper, owner of Queen Bee Aviation in Rigby, was re-appointed to the Idaho Aeronautics Board for a second term. Chip is a Fixed Base Operator (FBO), supporting aerial applications and firefighting activities. His experience,

knowledge and dedication make his continued service extremely valuable to Idaho aviation.

My favorite part of the legislative session was meeting with our many aviation stakeholders. It was educational for me to hear about the concerns of a large airline one day, and a small agricultural operator the next. I also heard from operators of large airports working on international connections and small airports working on self-serve mogas. Pilots thousands of miles away called to support our backcountry airports. And legislators "gently" sparred over who had the most airports in their district.

Idaho aviation has its challenges. However, after my first legislative experience, I have become even more optimistic about its future role in Idaho transportation and economic opportunity. Because when all of us participate, Idaho aviation will continue to maintain a healthy cruising ascent.

**Mike Pape**

ITD Aeronautics Administrator

## Up and Away

Continued from page 1

Scott and Laurie had to do was tether the balloon for 14 hours one day. The next day they ran into a little wind and lost part of the afternoon. They still had time to work with many media outlets. The day after that, they were in Anaheim at Disneyland Resort, tethering the balloon on Main Street. Immediately after the Disneyland inflation, 'Great & Powerful' balloon team members, Rob Ryerson and Rich Furman, left for a 41-hour drive to Florida. Scott and Laurie followed (via airline) the next day."



**James Franco with Laurie Spencer.**

At the end of the tour, Scott has some advice: "For my ballooning colleagues, I hope this tour finally opens their eyes (sadly) to the fact that commercial or corporate hot air ballooning cannot be supported any longer by simple appearances at

balloon rallies. To grow the sport, pilots must think bigger in their customer pitches. In this day and age, the success of any promotion rides on the success of the associated social media program."

If you know Scott, then you understand that he walks this talk. His big dreams have materialized into great opportunities, not to mention how far he's come from his first professional flight, which was executed for the Western Idaho Fair. "They paid me \$50 to fly a sign that said 'FAIR', so I took a bed sheet from my mom, bought a

**See Up and Away**

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# Summer Safety Considerations



**By Dan Etter,  
Aviation Safety  
Manager**

Although humidity is relatively low in Idaho, I realize that many of you travel all over the country during the summer months. Heat is definitely a concern for all of us, but a hot and humid day will create flying conditions rare to most Idahoans. In general, it will increase your take-off and landing distance and reduce your climb performance. **I urge you to take this into consideration!**

In 2012, Idaho had 39 general aviation accidents, with five fatalities, a rate that has remained consistent over the last few years. Nearly all of those accidents were avoidable. Be aware of the limitations of high-density altitude operations. Refer to the performance section in your airplane's POH. And don't forget about our iPad App for Idaho

## DENSITY ALTITUDE

*Have you checked your performance today?*

(PA) Pressure Altitude Ft.*		Outside Air Temperature (OAT)							
OC	5C	10C	15C	20C	25C	30C	35C	40C	
2000			2480	3080	3680	4280	4880	5480	
3000		3120	3720	4320	4920	5520	6120	6720	
4000		4360	4960	5560	6160	6760	7360	7960	
5000	5000	5600	6200	6800	7400	8000	8600	9200	
6000	6240	6840	7440	8040	8640	9240	9840	10440	
7000	7480	8080	8680	9280	9880	10480	11080	11680	
8000	8120	8720	9320	9920	10520	11120	11720	12320	12920

*Density Altitude (in red)*

**Rule of Thumb: For every 1 degree C, Density Altitude increases 120 ft**

\* Obtain PA at airport by setting 2992 in the Kollsman window of the aircraft altimeter

airports that includes a density altitude (DA) calculator.

Also, be sure to read the copy of my letter regarding Johnson Creek (JC), which was forwarded to all of our 2013 JC Fly-In organizers. I plan on distributing a similar letter for other airfields with a history of DA incidents and accidents. Please let me know if you have any recommendations.

us to convert it into a training device using a 121.6 or 121.775 MHz frequency. I'd like to give a special thanks to Mike Metcalf, of Aero Services in Nampa, for donating two 121.5 ELTs and Doyle Thomason, of Precision Aircraft Maintenance in Twin Falls, for his donation of four ELTs. With their support, we have received six ELTs that soon will become useful training devices. These training ELTs will be used by our search volunteer leads such as Bill Miller, from District 3 and Mark Doerr, from District 4.

My goal is to get one training ELT into the hands of each of our district-search leads throughout the state along with an L-per, a handheld training device specifically designed to locate aircraft ELTs. Last month, our internal search coordinators trained at the Caldwell airport. The following week, our pilots used the Cessnas to track the ELT trainers, a biannual proficiency requirement at Aeronautics. Job well done!

My plan this year is to send four pilots to the Montana Search Clinic. Please give me a call if you'd like to be considered for the September class. I certainly could use another volunteer lead pilot for District 6!

As a reminder, Boise is hosting the five-day, Inland SAR course Oct. 21-25. Please let me know if you would like to attend. There is no fee for the class.

Look for DA posters at Johnson Creek, Smiley Creek, Cavanaugh Bay, McCall, Jerome, Challis, Burley and Salmon. They are laminated and will be displayed outdoors during the spring and summer.

### SAR Program Update

To increase the effectiveness of our Search and Rescue (SAR) training program, I've asked our volunteers to spread the word: we are looking for more donations of old single frequency 121.5 Emergency Locator Transmitters (ELTs). The division will replace the ELT's crystal, which allows



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**Safety Wire**

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# **“Hell Above Earth” by Stephen Frater**

## **Bookworm**

**Review by Gene Nora Jessen**  
**Author of *The Powder Puff Derby of 1929*, and *The Fabulous Flight of the Three Musketeers***

“Hell Above Earth” is an incredibly true World War II story. A young American man named Werner Goering volunteered for the Army Air Corps early in the war and turned out to be an exceptional pilot/bomber commander. And, incidentally, he was the nephew of Hermann Goering, a leading member of the Nazi party and commander-in-chief of Germany’s Luftwaffe.

The FBI’s J. Edgar Hoover became aware of this strange happenstance and was concerned the young American

pilot might be a spy. However, Goering was desperately needed and too talented a pilot to release from duty. Nevertheless, it was important that young Goering not fall into enemy hands causing a propaganda coup in the case of live capture or desertion. Hoover tasked agents with finding a man able and willing to kill Goering should it become necessary to avoid his capture. Hoover found his man, another talented pilot, who flew B-17 co-pilot with Goering while holding his orders under the greatest secrecy. Both survived the entire war and during that

time Goering never learned of his co-pilot’s orders.

If you have been a pilot in the Boise valley for long you will be acquainted with the co-pilot. I knew him for 40 years and never knew his secret. You will be astounded reading this fascinating book.

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## **Safety Wire**

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I’ll have application information and class details by this summer.

### **Addressing Johnson Creek**

*In February, I circulated the following letter to the 2013 Fly-In organizers. However, all Idaho aviators should be aware of this safety information specific to the Johnson Creek Airport.*

Fellow Aviators,  
It is our goal to ensure a safe, accessible and positive experience while flying in and around Idaho’s backcountry airstrips. As pilots, it is our duty to conduct an orderly and safe flow of traffic. The FAA Airport/Facility Directory, the Idaho Division of Aeronautics Airport/Facility Directory, the Apple iPad App for Idaho Airports (which includes a density altitude calculator, aerial airport views and noise abatement procedures for Hailey and Driggs), and Galen Hanselman’s *Fly Idaho* are four great sources. They provide the most current approach and departure recommendations for the most popular Idaho airports. Contrarily, please be aware that information passed by word of mouth or over the Internet, although well intended, can distort those recommendations and

inadvertently mislead folks into attempting maneuvers beyond their capabilities or better judgment.

The Bryant family, which provided the land on which Johnson Creek Airport now sits, owns the ranch house on the hill at the south end of the airport. The family fully supports all flying activities at Johnson Creek. Here are a couple requests:

- Please make all landings to the south and all takeoffs to the north (under normal conditions) at Johnson Creek (pronounced “*Johnson Crick*” for those from out of state).
- Landings to the north are permitted whenever wind or weather dictates that landing to the south would be unsafe. Be sure to offset your base leg to the south and final approach to the east to avoid flying over the ranch house.

Lastly, takeoffs to the south are strongly discouraged: Why?

- 1) Your takeoff path is directly toward the ranch house.
- 2) Your takeoff is towards rising terrain.
- 3) High-density altitude conditions have contributed to several accidents and multiple fatalities; in each case, the aircraft failed to climb above the rising terrain to the south.
- 4) Unfavorable southerly winds

generally prevail in the late afternoon. Aircraft should remain on the ground until more favorable conditions prevail.

We strongly encourage our fellow aviators to honor the Bryant’s requests and to follow the preceding recommendations.

In 2012, Idaho had 39 general aviation accidents with five fatalities, which reflects the consistent rate over the last few years. Nearly all of these accidents were avoidable. Be aware of the limitations of high-density altitude operations, and use the DA calculator and Koch Chart found on our free iPad Idaho Airport App.

Lastly, please understand that not all of the folks in the area are involved in aviation. Some are visiting the backcountry to experience the serenity. Be courteous and minimize the number of takeoffs and landings. Avoid making low passes and flying in formation as the sound is tremendously amplified in our Idaho canyons.

We encourage pilots to monitor the aircraft emergency frequency 121.5. Please contact us to report overdue aircraft or ELT signals at (208) 334-8775. Please enjoy Idaho’s backcountry airstrips and make your flying a safe experience.





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# Aviation Medical Matters

## ARTHUR-ITIS

By: Paul Collins, MD, AME and  
Mike Weiss, MD, MPH, AME, CFII



Arthur Itis: that's exactly how my grandfather pronounced the most common disabling condition experienced almost universally by the aging population. He didn't have anything against the name "Arthur," rather; this was the way he referred to arthritis, which he interchangeably called rheumatism. Grandpa swore by a daily spoonful of apple cider vinegar and honey for treatment of all ailments, including ole' Arthur Itis. Thankfully, we have more options today.

Arthritis is defined as inflammation of any joint in the body indicated by pain, and secondarily by redness, warmth, and swelling. Osteoarthritis or "wear and tear" joint degeneration is the usual variety, but other causes include either single joint conditions such as infection and gout or conditions affecting specific joint patterns resulting from various immune disorders. Besides making it difficult to get into and out of a Husky or Supercub, the diagnosis is a consideration for pilot medical certification depending on treatment. Relief can vary from aspirin and dietary changes to prescription drugs or to artificial joint replacement.

If you experience pain only in a single joint, it may indicate an infection, especially if the skin has been broken by a cut or scrape recently. Immediate intervention is necessary to avoid the destruction of the joint by infection.

Another common cause of arthritis in a single joint is gout resulting from needle-like crystals of uric acid that precipitate in joint fluid. The symptoms can become so painful that a pilot may have a hard time operating the controls of the plane. Although the pain responds rapidly to strong, anti-inflammatory medication, continued treatment with other medication is oftentimes necessary to prevent recurrence and complications in the heart and kidneys. And while gout is typically hereditary, the symptoms are worse when a pilot is overweight and consumes a diet rich in red meat and alcohol.

Several types of arthritis are related to disorders in the body's immune system. The classic diagnosis in this category is Rheumatoid arthritis which tends to affect the hands, arms, shoulders, feet, knees, and hips in a symmetric pattern. There are other types of autoimmune arthritis that vary with the joint pattern: Ankylosing spondylitis affects the spine more than the extremities or other body system involvement, Lupus affects the skin and kidneys, and Reiter's syndrome affects the eyes and urinary tract. In the past, these disorders led to severe, crippling deformity. However, if the disease is detected and treatment begins

early enough, newer medications have proven to be quite effective in preventing paralysis.

When a spoonful of apple cider vinegar and honey just doesn't cut it,

## MONITOR GUARD FREQUENCY 121.5!

If you hear a distress signal or radio call:  
Note your altitude, location and time

and

**PASS IT ON ... IMMEDIATELY!!**

- ATC or FSS
- FSS: 800-WXBRIEF (800-992-7433)
- Idaho State Communications (800-632-8000)
- Local FBO
- Local County Sheriff

arthritis symptoms can be controlled by small doses of non-prescription, anti-inflammatory medicines such as aspirin or ibuprofen. However when the pain prevails and requires prescription medication, a Special Issuance from the FAA is mandatory. Your AME is allowed to issue a medical certificate if the prescription is merely a stronger version of anti-inflammatory with medical record documentation reflecting it as well tolerated and without adverse side effects.

Hips and knees, mainly, but also finger joints, wrists, elbows, shoulders and ankles that are severely deteriorated can be surgically replaced. If there are no complications following the surgery, and the artificial joint is functioning well, than medical certification for any class is not a problem. These artificial joints are not as long-lasting as the originals. They typically require replacement after a number of years, and unfortunately, the subsequent surgeries are often not as successful as the first.

Physical conditioning and weight loss are helpful with almost all types of arthritis. Extra pounds put extra stress on weight bearing joints. Strong muscles working around a joint relieve the stress across it. Keep moving! And do not procrastinate in seeking treatment if you are in pain. Remember, pain is the bodies' master caution mechanism, and it should alert you to take action.


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## Cockpit Conversation

# Tower Changes



**By Cade Preston,  
Director of  
Flight  
Operations**

Our backgrounds and experience usually determine our comfort with certain aspects of flying. I learned to fly at an uncontrolled airport in a state with only two control towers. My exposure to airports with control towers was very limited, and as a result, I was terrified of flying to them. It was not until earning my commercial pilot certificate that I gained enough experience and confidence to overcome my "tower fears." I was surprised when I discovered pilots for whom the opposite was true. I have met folks who learned to fly in metropolitan areas

where every airport they flew to was towered. Because of their fear of the uncontrolled airport, they plan their travels, the best they can, to airports with towers.

Idaho has six operating control towers. However, because of the recent federal budget sequester, on June 15, 2013, those towers at Idaho Falls, Lewiston, Pocatello, and Sun Valley may close. The airports that will definitely remain open are Boise and Twin Falls. It is not yet determined if Boise will reduce its schedule, closing during the late night/early morning hours.

With the pending tower closures, I would like to take the opportunity to highlight some important points about safe operational procedures at airports without an operating control tower. I

like to call these points the "Triple B" of Non-Towered Operations. Be heard! Be predictable! Be ready!

**Be heard!** What I am getting at here is: communication. While two-way radio communication is not required at uncontrolled airports, it certainly is good operating practice in promoting safety.

*"The key to communicating at an airport without an operating control tower is selection of the correct common frequency. Using proper phraseology and procedures contribute to the pilot's ability to operate safely and efficiently in the airspace system. A review of the Pilot/Controller Glossary contained in the AIM assists a pilot in the use and understanding of standard terminology. The AIM also contains many examples of radio communications." (FAA Pilot's Handbook of Aeronautical Knowledge)*

## Tower Changes

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# Tower Changes

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I like to begin monitoring the common traffic advisory frequency (CTAF) of my destination airport about 10-15 minutes before my arrival to the airport traffic pattern. This allows me to get an idea of the situation. How busy is it? What runway(s) is (are) being used? What types of aircraft should I plan to encounter? These are things I like to get a good "feel" about before I set up for traffic pattern entry. You can do the same thing before departure by listening to CTAF for a minute while you are doing a pre-flight inspection of your aircraft.

Realize that not everyone operating at the airport will be familiar with the local "tribal knowledge." Consider this self-announcement: "SkyHawk 12AB is over the stockyards, at 6,500 feet, inbound for landing." To the transient pilot this means nothing, except that you are at 6,500 feet and inbound. Where are the stockyards? A better way to make this announcement would be: "SkyHawk 12AB is over the stockyards, 10 miles southeast of the XYZ airport, inbound for landing." Now the unfamiliar pilot is in the loop as to your geographical location.

## Be predictable!

Following standard traffic pattern procedures and using standard radio phraseology promotes understanding and predictability in non-towered airport operations. When a pilot starts making up his own traffic pattern procedures, makes unexpected maneuvers in the traffic pattern, or uses improper radio phraseology, he can create confusion, misunderstanding, and chaos.

Educate yourself on your departure and destination airports before operating there. What is the direction of the traffic pattern? What is the traffic pattern altitude? (They are not always 1,000 foot AGL for piston and 1,500 foot AGL for turbine.) Are there any special considerations that may make an airport non-standard in its operations? (Hailey is a good example: checkout the Airport/Facility Directory.)

**Be ready!** There are always threats that will take you by surprise. However, you can reduce the severity of those threats by taking time to identify anticipated threats and mitigating them before they occur. For example, the Idaho Falls airport has converging departure paths for runways 2 and 35. To make matters worse, there are multiple structures and trees that obstruct the view of most of the other runway. With a tower, there is someone coordinating the departures of aircraft from both runways. And the tower serves as a third eye in collision avoidance. Without a tower, this becomes a much bigger threat. By taking the time to identify this threat beforehand, you can come up with a

mitigation strategy to reduce the threat severity. A good mitigation strategy in this scenario would be:

1. If wind conditions permit, choose to depart off runways 17 or 20, which have diverging departure paths.
2. If a departure off runways 17 or 20 is not possible, consciously look for traffic departing the other runway. And shortly after takeoff, make a good visual scan of the other runway, since that is the time a clear view is available.
3. Keep a listening ear on CTAF, paying close attention to the announcements you hear and create a mental picture of airport traffic.
4. Make clear self-announcements of your intentions and actions.

While the possibility of the towers closing is still in question, each pilot's increased vigilance and awareness in proper non-towered operations can keep us all safe.

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 The Idaho Aviation Foundation funds projects to help keep Idaho's beautiful backcountry and community airstrips and their facilities accessible, safe and enjoyable for years to come. IAF has productive relationships with the Idaho Aviation Association (IAA), the State Division of Aeronautics, U.S. Forest Service, and other governmental agencies, ensuring that aviation's voice is heard in Idaho. Rebuilding Big Creek Lodge and reestablishing Big Creek Airstrip as a premier backcountry destination is the Foundation's current major project. The IAF is a tax exempt 501(c)(3) corporation, and funds projects through public donations. [www.idahoaviationfoundation.org](http://www.idahoaviationfoundation.org)

The Big Creek Lodge and Resort is operated for public service within the authority of a Special Use Permit in partnership with the Payette National Forest. 



## The Color of Aviation:

# Last of the Barnstormers

By Dan Stohr

As Memorial Day approaches, I find myself thinking of my dad more frequently. Many of you Idaho old-timers will recognize the name Penn Stohr as that of an Idaho aviation legend, but this may be the first time that younger generations and new Idaho residents have heard of him.

As an 83-year-old veteran, second-generation pilot, and the first born of three in our family, it is of the utmost importance to me that you know about the roots of aviation in Idaho, including my father who made a 34-year career out of flying before anyone really considered it to be a career choice. On top of that, he became well known for making a living delivering cargo of all types into the backcountry while volunteering for mercy flights, pioneering ski-equipped use for aircraft, and dropping the first Region Four smokejumpers as Richard Holms described in his new book titled "Bound for the Backcountry."

Dad was inducted into the Idaho Aviation Hall of Fame and the Museum of Mountain Flying Hall of Fame. In 2006, the new airport in Plains, Mont., was named Penn Stohr Field in his honor. His plaque, along with those of other inductees, including jumper pilots Jim Larkin and Bob Fogg, is located on the Wall of Fame at the Boise Air Terminal.

My dad was an extremely modest individual. I found out about his heroic deeds after the fact, through newspapers and various other sources. I never heard him boast. Even after his death, when we sifted through his memorabilia, all we found were a couple of scrap-book pages with a newspaper clipping or two, a picture marking his first solo flight and a worn letter from the mother of one of the men he had rescued from Loon Lake in 1943. A portion of the letter was highlighted in the Idaho Centennial Air Guard Show program from July 1963: "I want to thank you a million times for rescuing my son. I had been praying day and night that God would

direct someone to the boys, and it was you He directed to them. Those were terrible days of anxiety and stress." Because this well-documented Loon Lake event won so much national attention I won't go into great detail.

Three years ago, I did ride a 10-mile bicycle tour following the plaques in the sequence of events at the lake, and I'll tell you what, it just about killed me. In a nutshell, Dad rescued five crew members from a B-23 Army bomber 17 days after the crash. The plane was on a training mission from Nevada to McCord Air Force Base, Wash., when it became lost in a snowstorm and was forced down after running low on fuel. The National Guard attempted to locate the aircraft and failed, but Dad ended up spotting the swath in the snow on the lake and a couple of men waving. He made two hazardous landings with his ski-equipped TravelAir to bring out the crew. One of them described the second departure to Richard Holms as follows:

*"It was late afternoon when Mr. Stohr returned to Loon Lake to pick up Cpl. Beaudry and myself. Mr. Stohr informed us that we had to leave immediately as he feared the plane's skis would freeze down... We tied a rope onto the end of one wingtip, and Beaudry and I hung to the rope in order to turn the plane around. Having accomplished this, we untied the rope and got into the plane and Mr. Stohr started his takeoff... Once again, Cpl. Beaudry and I were looking straight into the trees we had crashed into. Mr. Stohr used up the space on the lake in order to get airborne, and we were still below treetop. He banked the plane and on wing tips we circled the outside circumference of the lake until he gained enough altitude to clear the trees. What a ride that was, and thanks to God for the pilot with*



2010 photo of Loon Lake crash

*the ability to accomplish such a takeoff. Many stories have been told about Mr. Stohr's abilities and feats as a pilot, but really, the amazing part of it all was how calm and casual he maintained himself as though it was all just normal procedure."*

Coming from an Army pilot, that is quite a compliment. And on March 22, 1943, the Assistant Secretary of War for Air also thanked him for a mission well done in an official letter on behalf of the Army Air Forces. I was 13 years old then. We lived in Cascade, Idaho, where I met Marian in grade school, now my wife of 61 years.

Beginning in the early 1930s, Dad worked for Bob Johnson delivering airmail under a contract with the U.S. Postal Service. During my teens, we frequently relocated between Boise, Cascade, McCall and Missoula, Mont., depending on various flying contracts. A close relationship developed with the Johnsons, which proved to be advantageous for both of our families during the Great Depression. Johnson's Flying Service won a contract with the new U.S. Forest Service smokejumping program that originated in Missoula. While Johnson managed the Missoula operation, my dad ran the sister operation out of McCall. In 1945, we returned to Missoula so Dad could help out there, flying TravelAirs and Ford

**See Barnstormers**

**Continued on page 11**





# Barnstormers

Continued from page 10

Trimotors. This was the setting for my favorite story that I overheard Dad repeat more than once over drinks.

With a natural flair for storytelling, he humorously recounted a flight that took place 60 miles outside of Missoula while flying with Bill Ferris, a Forest Service observer. A head blew off the lower cylinder of the Wright engine in the TravelAir 6000 he was flying. While trying to clear the last ridge to make an emergency landing at Cayuse Creek, the engine froze and propeller stopped. Thinking that the end was imminent, Ferris retreated to the restroom to write his last will and testament. Fortunately, with extreme skill, my dad somehow managed to make it over that last ridge, around a blind turn and onto the Forest Service field without injury. Boy did he enjoy teasing Ferris from that day on.

Always the life of the party, he also enjoyed sharing stories of his first barnstorming adventures out of Plains in his Curtiss JN-4 "Jenny," as well as his bootlegging runs from Canada to Idaho and Montana during the Prohibition era. I remember his cigars smoking up the house. He was rarely seen without one in his mouth. In fact, he was so easy going that some folks joked about his being more concerned with where he'd find the next cigar than he was about flying in hazardous conditions. Anxiety just wasn't a part of my dad, but I guess my mother made up for that by worrying at least half of her life.

Pranks were also something that amused Dad to no end. A couple of these stories still get me laughing. Once he and a friend stuffed old pairs of coveralls with straw and rocks, flew over town doing a few loops, and tossed them out. The "bodies" falling from the sky caused quite a commotion. Another time Dad got his hands on a siren, which he attached to his aircraft, and buzzed over Main street Missoula with it turned on full blast. When he landed at the airport the sheriff was waiting for him with a ticket in hand. His fine of ten dollars for disturbing the peace didn't bother him much, but being grounded for six

months felt like an eternity.

Despite his love of flight, Dad advised me against a flying career because of the danger. And I took this to heart, even though I had enjoyed recreationally flying my J-3 Piper Cub from the age of 18. Sadly, when I returned after serving in the Naval Reserves during the Korean War, my plane was rotting from exposure to the elements. I hadn't been able to afford a hangar and with a child on the way, I needed the money and sold it for \$40. While my younger brother followed my dad by becoming a career pilot, I carried on the "party" gene at the University of Montana after smoke-jumping in Missoula for three years.

The flying days I remember most with Dad, or rather, Ole' Penn and his plane (nearly everyone used this double reference to describe him), were our trips into the stibnite mining areas in the winter. Sometimes we flew three times a day to deliver supplies to support the war efforts. After landing in deep snow, my job was to swing the plane around by pulling it on a rope, so that we could unload it and fly back out again. On one of these flights, reporter John Corlett rode along to interview my dad and wrote, "He's the idol of Long Valley and the pack horse, and oftentimes saviour, in the primitive area. Today Penn is indispensable – the one man who can fly the primitive area in a blinding snowstorm and come out alive."

Dad's dependability, serving the Montana and Idaho community, lasted 54 years. There were many occasions involving dangerous flights retrieving miners, trappers, woodsmen and expectant mothers from the backcountry. Despite his incredible skills and hours of flying, it was not surprising when mother called me at work during the risky spring crop dusting season in 1957 to inform me of his death. He perished in a fiery crash in the Elkhorn Mountains while spraying sagebrush for the Forest Service. This was the third fatal crop-dusting wreck in Montana in less than three weeks,



**Penn Stohr**

and I recall telling her I was afraid that this was going to happen.

Like my dad, aviation is an undeniable part of who I am. After ending a 30-year career as a homebuilder in Boise, Idaho, and failing retirement after only two weeks, unsurprisingly, I found myself drawn to the Boise airport. I currently enjoy shuttling rental cars at the airport and live close enough to hear each takeoff and landing.

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## Up and Away

Continued from page 3

can of black spray paint and some diaper pins, and you imagine the rest." His first balloon ride, in 1971, was all it took to ignite the passion. With the help of his father, he was able to purchase his first balloon and now boasts owning more than 50 balloons. He has flown more than 6,000 hours. Scott attributes his success to many mentors including Dean Wilson, who gave him primary sail-plane training.

Laurie is the undisputed "better half" of Lighter Than Air America, Scott admits. As one of the foremost female corporate balloon pilots in the U.S., she has logged more than 1,000 hours and specializes in the physical logistics of the company's operations and special events, as well as its consumer retail programs.

So, if you see a giant Mickey Mouse or bottle of Coke floating across the Boise sky, don't worry, it's just Scott and Laurie doing a currency flight or maintenance test.

Be sure to come and say "hello" to the Spencers at this year's Spirit of Boise-Balloon Classic!



# Calendar of Events

For the most recent list of aviation events, please visit our website at [www.itd.idaho.gov/aero](http://www.itd.idaho.gov/aero). Email your calendar event information to [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov) for inclusion in the **RudderFlutter** and the Aeronautics website.

## ONGOING EVENTS

**First Tuesday** of every month: 10:00 am - Warhawk Air Museum hosts WWII conversation and friendship. All veterans welcome, 208-465-6446

## MAY

- 23 **Night of Flight**, 7:00 pm, 2205 Old Penitentiary Rd, Boise. Come watch vintage ITD Division of Aeronautics films! Michal Davidson, 208-514-2323 or [michal.davidson@ishs.idaho.gov](mailto:michal.davidson@ishs.idaho.gov)
- 25 **Weiser 3rd Annual Fly-in and Breakfast**, (\$87), Breakfast 8-10 am, drawings for rides in a Waco. Bob Patrick, 208-634-4824

## JUNE

- 1 **Carey Fly-in** (U65), Breakfast at 7:00 am, "Carey-er" spot-landing contest. Paul Olsen, 208-309-2181
- 2 **Idaho Patriot Thunder Ride**, Warhawk Air Museum (MAN). 600-1,000 motorcycles ride Meridian to Mt. Home Air Force Base to Warhawk Air Museum. Supporting Idaho troops and their families. Music & food. Regular hours with standard admissions; 208-465-6446 or [www.warhawkairmuseum.org](http://www.warhawkairmuseum.org)
- 8 **Atlanta/Graham Work Party**, Jerry Terlisner, 859-7959
- 11-14 **Basic 4-day Course**, [www.mountaintanyonflying.com](http://www.mountaintanyonflying.com), Lori MacNichol or Rhonda Yost, 208-631-1344 or [admin@mountaintanyonflying.com](mailto:admin@mountaintanyonflying.com)
- 13-16 **Super Cub Fly In**, Johnson Creek Airport (3U2) 100 aircraft/150 people. Dave Kirsten, 209-333-1100
- 14-16 **IAA Garden Valley Breakfast** (U88), 25 Aircraft/70 people. Jerry Terlisner, 208-859-7959
- 15 **Twin Falls Club Breakfast** (TWF), 35 Aircraft
- 15 **Big Creek Fly-In Breakfast** (U60) Help support rebuilding the Big Creek Lodge and have a great breakfast. [www.rebuildbigcreek.com](http://www.rebuildbigcreek.com)
- 15-17 **Father's Day campout/breakfast** Garden Valley (U88). Treasure Valley IAA Chapter event. Everyone is invited. 208-861-6926
- 16 **Father's Day Fly-In**, Smiley Creek (U87). Breakfast provided by Smiley Creek Lodge. Tickets available at airport. Spot landing on approach, trophies provided by Reeder Flying Service, Twin Falls-judged from 0700-1000. Gary Thietten, 208-731-4061, [gthietten@yahoo.com](mailto:gthietten@yahoo.com)
- 18-21 **Basic 4-day Course**, [www.mountaintanyonflying.com](http://www.mountaintanyonflying.com), Lori MacNichol
- 21-22 **Open House and Fly-In**, Rigby (U56). Jefferson Shuttle to County Stampede available. Mike Jenkins, 208-521-7254 or [vintageaviation@yahoo.com](mailto:vintageaviation@yahoo.com)
- 22 **Cabin Creek Work Party**, Jerry Terlisner 859-7959
- 22 **Cascade Safety Seminar**, [www.richstowell.com](http://www.richstowell.com)

## JUNE (continued)

- 24-26 **ACE Academy** sponsored by Idaho Division of Aeronautics. Tammy Schoen, 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)
- 25-28 **Advanced Course**, Sulphur Creek (Returning participants only) [www.mountaintanyonflying.com](http://www.mountaintanyonflying.com), Lori MacNichol or Rhonda Yost, 208-631-1344 or [admin@mountaintanyonflying.com](mailto:admin@mountaintanyonflying.com)
- 28-30 **Backcountry Pilots Fly-in** at Johnson Creek (3U2). [www.backcountrypilot.org](http://www.backcountrypilot.org)
- 29 **Cayuse Creek Work Party**, IAA. Johnny Stewart, 208-476-4647
- 29-30 **Big Creek Fly-In Breakfast** (U60) Help support rebuilding the Big Creek Lodge and have a great breakfast. [www.rebuildbigcreek.com](http://www.rebuildbigcreek.com)

## JULY

- 6 **Chamberlain Basin Work Party**, Doug Culley, 208-861-6926
- 9-12 **Basic 4-day Course**, [www.mountaintanyonflying.com](http://www.mountaintanyonflying.com), Lori MacNichol
- 12-13 **I80/I85 Club Fly-in**, Garden Valley (U88). Campout/BBQ, [www.skywagons.org](http://www.skywagons.org)
- 12-13 **Big Creek Fly-In Breakfast** (U60) Help support rebuilding the Big Creek Lodge and have a great breakfast, [www.rebuildbigcreek.com](http://www.rebuildbigcreek.com)
- 12-14 **Utah Backcountry Pilots**, Smiley Creek (U87) 30 aircraft/40 people
- 12-14 **Wilderness Within Reach**, Sulphur Creek Ranch. Joe Corlett, 208-890-1819
- 12-14 **QB of California Fly In**, Johnson Creek (3U2) 25 aircraft/35 people, Lonnie Autry, 408-835-9052
- 13 **Big Creek Work Party**, Dale Gust, 208-375-6759
- 13-14 **Warbird Weekend**, Grangeville, Melisa Bryant, 208-983-8302, [melisa@ida-lew.org](mailto:melisa@ida-lew.org)
- 15-19 **Middle Fork Lodge Backcountry Excursion**, [www.mountaintanyonflying.com](http://www.mountaintanyonflying.com), Lori MacNichol, 208-631-1344
- 19-20 **T Craft Aero Club Fly-in**, Garden Valley (U88), 6 aircraft/30 people, Jim, 208-863-4835
- 20 **St Maries Annual Fly-In** Breakfast fundraiser (\$72). 8-11 am Cost: Donation. Displays, videos, unique planes & classic vehicles. Fly in or drive in, Carl Koelble, 208-245-2914 or [asiauctions@earthlink.net](mailto:asiauctions@earthlink.net)
- 20 **Cold Meadows Work Party**, IAA, [www.idahoaviation.com](http://www.idahoaviation.com)
- 23-24 **Basic 2-day Intro/Refresher Course**, [www.mountaintanyonflying.com](http://www.mountaintanyonflying.com), Lori MacNichol, 208-631-1344





# Radio Chatter

## Boise

**A Review of Fly It Forward  
By Jennifer Christiano,  
Ponderosa Aero Club Board Member**

The breezes were brisk—to put it kindly—but the sky and the mood were blissfully sunny at Jackson Jet Center, where Ponderosa Aero Club recently hosted Fly It Forward (FIF) 2013. This year, the event expanded to involve T-Craft Aero Club, Kitfox, Stick and Rudder, Glass Cockpit Aviation, SP Aircraft, EAA Young Eagles and Jetstream Aviation, as well as a variety of other local aviation groups.

Approximately 107 women and girls who had never before flown in a small airplane were treated to “flightseeing” rides over the Treasure Valley by a volunteer team of seven local instructors. The guest passengers were spoiled with toasts of sparkling juice, chocolate truffles and certificates of first flight. Four professional photographers helped capture the moment. There also were static displays and information booths, along with a buffet lunch.

New this year, an abbreviated ground school was offered before each flight; it was taught by volunteer pilots dressed formally in black pants and colorful bow ties. At noon, Gene Nora Jessen wowed the crowd with a presentation on her amazing career in aviation. A little later, the airport firefighters dropped by to show off their fire fighting expertise with their Snozzle, Smokey 7 and Smokey 9.

Ponderosa Aero Club sincerely thanks the many volunteers, donors and organizations that made FIF 2013 possible, including (but not limited to): Jackson Jet Center, the plane owners, the 99s, Civil Air Patrol, Idaho Aviation Association, Jetstream, the BSU AeroDesign Team, various food vendors and restaurants, Mountain West Bank, Idaho Sand & Gravel and air traffic controller Andy Marosvari, who kept a watchful eye on the weather for the pilots. Unfortunately, space does not permit a complete list of all who donated and assisted. However,

Ponderosa's gratitude extends to each and every one. We look forward to regrouping for FIF 2014 and hope that even more organizations will join us!

## Cascade

**Free Safety Seminar  
By Rich Stowell**

Seminar: **Stall/Spin Awareness,  
What You Don't Know Can Hurt You**

Stall/spins account for 12 percent of general aviation accidents, but upwards of 20–25 percent of fatal accidents. Nearly 20 percent of the fatal stall/spins occur with CFI's on board! Find out what you need to know to avoid stall/spin accident scenarios. Rich Stowell has performed more than 33,000 spins with students from around the world. Interact with Rich as he touches on insightful spin studies and performs a live spin demonstration immediately following the seminar.

**Location:** Hangar #30, Cascade Airport (U70), Cascade, Idaho

**Date:** Saturday, June 22, 2013

**Contact:** [www.richstowell.com/cascade-safety-seminar/](http://www.richstowell.com/cascade-safety-seminar/)

Deadline to sign up for breakfast is **Friday, June 7**

### Agenda:

- 8 a.m. Kelly's Roadside Grill  
\$5 breakfast (optional)
- 9:20 Opening remarks by Cliff Smart, FAA Safety Program Manager
- 9:30 Stall/Spin Awareness by Rich Stowell, Master Instructor
- 10:30 Live spin demonstration (weather permitting)
- 10:50 Q&A

## Grangeville

**Warbird Weekend  
By David Rauzi**

The second annual Warbird Weekend will happen on Saturday and Sunday, July 13-14, at the Idaho County Airport. Both days will be packed with events, including free plane rides for children,



historic aircraft viewing and flights and a tour of the U.S. Forest Service Grangeville Air Center smokejumper facility. Sunday also will include remote-control aircraft demonstrations.

Two thousand visitors packed onto the Grangeville airport last July to participate in the first Warbird Weekend, with interest that exceeded the grand expectations of its organizers and participants. If you weren't there, you missed an N3N U.S. Navy biplane (a WWII trainer), a Lockheed PV2 Harpoon (a WWII bomber), a Vultee BT-13A Valiant and a North American T-6 (a WWII trainer). Helicopters included one from LifeFlight, two Idaho Air National Guard Lakota LH-72As and a nearby USFS Sikorsky Sky Crane CH54. In addition, the Experimental Aviation Association's Young Eagles program brought six planes to provide 81 children with introductory airplane flights.

You might wonder how this idea was born. For the most part, the county-owned facility on the edge of the rural Camas Prairie community was underutilized the past few decades. It remained quiet, except for the start of spring crop-duster activity and those frantic mid- to late-summer months when the runway and tie-downs resemble a kicked-over ant's nest as SEATs (single engine air tankers) and belly-dump helicopters buzz and whop-whop across the sky on wildfire missions.

Then, in 2009, the Idaho County Commission saw the airport through new eyes. It was recognized as an underdeveloped resource for regional economic development through both business creation and recreation/tourism. An Airport Development Authority was created to advise on facility operations and comprehensive planning, and to

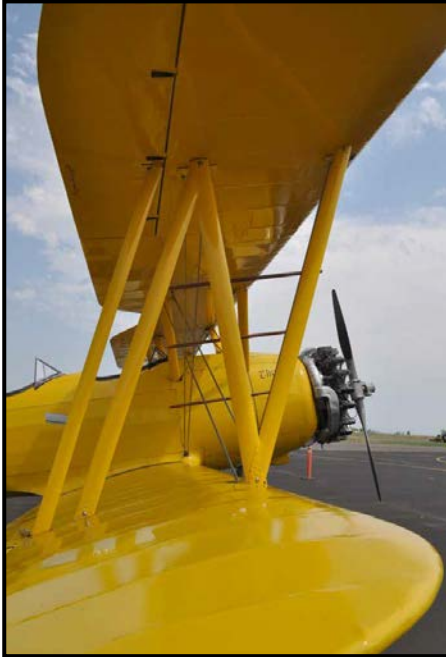
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# Radio Chatter

Continued from page 13



develop private- and public-sector opportunities.

In the meantime, the airport community had begun to experience

renewed economic activity after Anderson Aeromotive, an FAA-certified repair station specializing in Pratt and Whitney and Curtiss-Wright radial engines, relocated here from California. Anderson was seen as a key player in the airport's revival, and the commission was envisioning Anderson's offerings as a draw for ancillary aircraft services.

As the county worked to improve and promote the airport, Melisa Bryant, Economic Development Specialist of Ida-Lew Economic Development Council, and Airport Manager, Mike Cook, came up with the Warbird Weekend idea as a way to showcase the airport and facilities available to the community and pilots from outside the local area.

Warbird Weekend not only has provided a new activity for residents and visitors, but it also serves to highlight the opportunities for recreation, tourism, family relocation and economic development for our community, for Idaho County and for North Central Idaho.

For Warbird Weekend 2013 event information, contact Bryant: (208) 983-8302 or email: [melisa@ida-lew.org](mailto:melisa@ida-lew.org).

## Sandpoint

### ***Bird Charter School Offers Aviation Course*** ***By Chris Rinehart, Flight Instructor at Forrest M. Bird Charter School***

In January, Sandpoint Charter School took on a new name and mission to "foster the spirit of innovation." School officials chose Bird for the school's name to serve as a figure of inspiration for the 400 students in grades 6-12, according to Principal Alan Millar. A formal ribbon-cutting ceremony was held Jan. 31 with the whole Bird family attending.

Dr. Forrest Bird is the inventor of the fluid control device, respirator, pediatric ventilator/respirator, and ventilator, which have saved countless lives. He was inducted into the Inventors Hall of Fame in 1995. He and his wife, Dr. Pamela Bird, live in Sandpoint on the shores of Lake Pend Oreille in north Idaho. In 2007, they opened the doors to the first

***See Radio Chatter***

**Continued on page 18**

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## What a Life!



**By Sandi Bills, Eastern Idaho 99s**

My friend Lisa Pierson is an awe-inspiring leader in aviation training. When she's not teaching, coaching and mentoring, she flies a King Air wherever the owners want to go. What a life! I've always wondered about her beginnings in aviation, and one afternoon, over lunch at the Warbird restaurant located at her home base in Driggs, she shared her story.

Lisa had always longed to fly, and the opportunity finally presented itself in 1991 when her daughter was just three years old. With her grandmother's passing, Lisa's inheritance was just enough to cover the cost of obtaining a private pilot's license. She began training at the Jackson, Wyo., airport. "I was terrified most of the time," Lisa admitted. "Fortunately, I received outstanding support from several mentors who encouraged me to keep going."

First, there was Virgil Lowder, a former rancher, line chief and charter pilot at the Jackson airport when Lisa was learning to fly. He cautioned Lisa to be sure to get the whole family involved in flying, because without a supportive spouse, the likelihood of quitting increases significantly. And now, especially from an instructor's vantage point, Lisa agrees that is indeed the reality.

Jeff Crabtree also turned out to be an invaluable mentor, in addition to becoming her partner in a Cessna 182. He accompanied her on several firsts, including SLC class B, and the long cross-country flight to Illinois. They flew out together, and Lisa took the airplane home solo, so Jeff could drive with his wife back to Jackson. The flight involved a little rough weather, which prompted Lisa to pursue an instrument rating.

After realizing that she didn't know enough about flying in the backcountry, Lisa enrolled in Lori MacNichol's Mountain Canyon flying course in 2002. As Lori taught her a whole new level of connection with her airplane, another mentorship was born. Lori

encouraged Lisa to bring her daughter along when she returned a couple of years later for the advanced course.

Lori's daughter was the same age, and the two girls became friends while their moms were flying. Lisa and Lori remain in touch, frequently exchanging advice on flying and instruction.

Our conversation naturally progressed to Lisa's accounts of some of her most memorable flying adventures. Her friend Virgil flew to Baja every spring to go fishing. After several attempts at coaxing Lisa to take her family there, Virgil came to the conclusion that Lisa might be intimidated to initiate this kind of adventure on her own. In 1996, he invited Lisa to make the journey by flying her airplane alongside his. Lisa and Virgil flew the two aircraft all the way to Punta San Francisquito in a single day. Each of them had invited a flying companion.

Lisa seemed lost in time for a moment as she reminisced about the beautiful Baja Coast with its forbidding terrain. "I think that's the only trip I've ever taken where I had tailwinds in both directions," Lisa commented. She and her girlfriend enjoyed swimming at the beach, while the boys fished. Another day they flew farther south to Punta Chivato for lunch and shell hunting.



**Lisa and her daughter, Roxie at Oshkosh in 2003.**

"At this point, I felt genuinely courageous," Lisa said.

The following year, she felt confident enough to fly her family to Baja for spring break. They visited Punta San Francisquito, Mulege, Los Barriles, Los Frailes and Loreto. At Loreto, Lisa felt well prepared for customs and dressed in her most "pilot-looking" attire. To her dismay, the officials reviewed her paper work, inquired about the "missing" pilot, and then sent her to another office. The next office presented the same challenge. After what seemed like an eternity, she was directed to the commandant, or manager, of the airport. Luckily, fluent in English, that official smiled and signed the document. He told her that the agricultural inspection guys in Mexicali had been on their way to lunch and they had negligently waived her on without inspecting her aircraft and signing her documentation. Lisa was still fuming as she headed back toward her family and plane. An excited man actually chased her down asking if she was indeed the pilot. He explained that he was also a pilot and that his 10-year-old daughter wanted to fly, but she didn't believe that girls could fly! "That moment made up for the rest of it," Lisa said.

## See Life

**Continued on page 17**





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## Life

Continued from page 16

Lisa first spotted her Cessna 206 in 1999 at Falcon Field in Mesa, Ariz., while on a family spring break trip in the Cessna 182. She couldn't imagine attempting to visit Colorado Springs, Albuquerque, Carlsbad Caverns, Phoenix and the Grand Canyon all by car within a two-week period. However, every time the door of the 182 opened, their belongings would fall out onto the ramp. When a lineman suggested a bigger airplane, Lisa agreed and purchased the 206 the following year. It doubled as a nice camper when she and her daughter visited Oshkosh the year it stormed like crazy. Their tent was flattened by the wind, but the 206 provided ample shelter.

Lisa found herself daydreaming about making a career of flying. In 2005, she took the plunge, abandoned her

bookkeeping and traveled to American Flyers in Dallas to obtain her CFI and CFII. Before returning to Driggs, she discovered that Spike Minczeski at Teton Aviation had a job waiting for her in the flight school.

Her first few years of instructing were eventful. She chuckled, as she told me about the student who landed with the brakes on and blew a tire. Lisa took control of the airplane, but wasn't able to keep it on the runway. After getting everything shut down and making sure they were okay, Lisa anticipated this incident would result in job loss. Instead, I got a "good job" and a lesson well-learned. "I gained more knowledge and experience flying in those first two years of instruction than in the previous 14 years."

In 2006, Lisa got her multi-engine rating and serendipitously stumbled into a King Air position. Her husband had been doing business with some bankers who needed a co-pilot to fly them to their meeting. The co-pilot assigned to the flight was ill, and Lisa's husband volunteered her services. She credits Bert Bollar's mentorship for making her transition to the King Air easier, as well as an Airline Transport Pilot (ATP) certification in the level D simulator at Flight Safety.

When I asked what inspires her, she replied, "It's a gift to be able to help women move from apprehension to soaring. And the only problem with a flying career is that between flying the King Air, teaching, and learning to fly with skis on a Husky, I am not giving my 206 enough attention."



# Radio Chatter

Continued from page 14

aero-medical museum on their ranch. The museum includes 21 aircraft.

With a school named after one of Idaho's most well-known aviators, it comes as no surprise that the school newspaper is called The Aviator Times or that an exceptional aviation course is offered. Twelve students will be taking an Introduction to Aviation class offered to locals, ages 12-18, at the Charter School and Sandpoint airport.

The current class is funded equally through class fees paid on a sliding scale by parents, donated instructional time from my non-profit Scholarship Flight Training organization, and generous donations from Forrest and Pam Bird. Students experience 5-6 weeks of flight lessons and field trips to visit local aviation businesses. Host speakers from military, corporate and general aviation businesses introduce them to a vast array of aviation careers. They also attend an academic class for one and a half hours 2-3 times a week, studying the same curriculum private pilots study for their written test. Additionally, each student receives a Jeppesen flight bag filled with all the required academic and flight training manuals. The course covers the following topics:

- Components of an airplane: nomenclature, function and the physics behind their design
- Aerodynamics and airplane performance, weight and balance
- Various systems in aircraft and how they interrelate
- Air traffic control services: radar, radio procedures and separation of aircraft and charting
- Use of slide-rule-type aviation computers to aid pilots in preflight planning when assessing performance and planning flights
- Navigation using aviation charts and plotting routes based on forecasted winds aloft and aircraft performance, including: GPS, National Airspace System and instruments
- Aviation physiology: cardiovascular, respiratory, auditory and visual systems, and how they are affected by changes in pressure and the stresses of flight
- Federal Aviation Regulations: how pilots and aircraft are regulated by the federal government

## ACE ACADEMY 2013

ACE is scheduled for June 24-26, 2013, for students 14-18 in grades 9-12. ACE is designed to introduce students to aviation and space-related career opportunities. Activities include field trips, flight schools, aviation facilities and exposure to aviation professionals and colleges.

We would like to work with our aviation partners to help with ACE Academy.

### Ways you could help:

- **Monetary donation:** student fee scholarship (\$60), bus transportation, meals, balloon satellite project supplies, Warhawk museum admission, and T-shirts.
- **Goody bag donation:** Does your organization have any marketing material that we could include in order to leave a lasting impression with the students? In the past, donations have included: pens, notepads, key chains, pamphlets, and DVDs.
- **Volunteer:** If you would like to be involved with this event, please contact Tammy Schoen, 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

Over the last 14 years, instructors at Scholarship Flight Training have trained hundreds of teen pilots that are now working as flight instructors, military jet and helicopter pilots, aerospace engineers and aircraft mechanics. Often, all it has taken is one Introduction to Aviation Class to influence them to choose aviation as their career. Contact Scholarship Flight Training at 208-610-0868 or [www.aviationed.org](http://www.aviationed.org).



This is a note received from a grateful student who just graduated from Embry Riddle.

## Sulphur Creek

**Wilderness Within Reach at Sulphur Creek Ranch**

**By Crista Worthy, Editor, "The Flyline"**

As days grow longer and grass turns from brown to green, many Idahoans have thoughts that range far beyond the dusty lawn mower in the garage.

Some will soon be fly fishing on a remote river or creek. Some people are planning their next whitewater-rafting trip. Others are checking hiking, hunting, camping or backpacking gear. Dreams of magnificent vistas dance in their heads. But what of those who are confined to a wheelchair? How would they experience any of these sublime outdoor activities, the kinds of days that remind us of why we live in this beautiful state?

For more than 20 years, Idaho pilots and volunteers have flown those who are unable to hike, ride a horse or float a river, because of disability or age, into a variety of remote natural settings where they can experience the joy of the outdoors. For those people and others, Idaho's famed backcountry airstrips serve as trailheads from which they too can fish and explore. The program, called Wilderness Within Reach, has been wildly successful. This summer, participants will stay again at the Sulphur Creek Ranch, inside the Frank Church Wilderness and accessible only via horseback, a full-day hike or an airplane. In recent years, the program has expanded to include Wounded Warriors, soldiers injured in Iraq or Afghanistan.

The Idaho Aviation Foundation (IAF), a non-profit 501(c)(3) corporation, has executed this project in cooperation with the Boise Parks and Recreation Department. The IAF is the major sponsor of Wilderness Within Reach, just one way the IAF helps provide Idahoans with recreational opportunities in the state's scenic mountains [www.idahoaviationfoundation.org](http://www.idahoaviationfoundation.org).





## FLY-IN/RECREATIONAL/BACKCOUNTRY/HANGARS



**OUTSTANDING 1,500 FEET OF SALMON RIVER FRONTAGE** - Private beach with water rights. Two miles from Slate Creek landing strip (Easy fly-in access). Separate log guest cabin. Multiple outbuildings. Fruit trees, grape vines & vegetable gardens. Enjoy steelhead & salmon fishing, big game hunting, eddy for jet boat. Convenient drive-in location between Riggins & Whitebird. **\$729,000**



**PISTOL CREEK RANCH** - Furnished 1350 SF, 3 BR, 2 BA cabin with detached ATV garage. Middle Fork Salmon River frontage! Corporate ownership 220 ac. Middlefork Ranch, Inc. Private airstrip, full time ranch staff. Surrounded by 3.2 million ac. of wilderness. Shared ownership also considered. **\$399,000**



**BIG CREEK CABIN LOT** - Upper Basin Headwater of Big Creek. 1.2 acre lot. 1/2 mile from Big Creek airstrip. Access to Frank Church Wilderness & USFS. Great hunting & fishing. Drive-in access from Yellow Pine over Big Creek Summit. **\$69,000**

**MCCALL CORPORATE HANGAR** - 80'x80', 6400 SF w/18x70 bifold door. Fits large corporate jets. Bifold door modification available to increase clearance to over 20'. Vintage-deco pilot lounge/crew quarters w/3/4 bath. Stained concrete floors. **\$675,000**

**BENTZ RIDGE** - Private, secluded, USFS in-holding. 109 deeded acres w/900'x50' airstrip. 10 mi. S. of Grangeville, 5 miles east of White Bird. Abundant wildlife, panoramic views. A rare Idaho retreat! **\$218,000**

## MCCALL RESIDENTIAL



**STUNNING MCCALL CABIN** - Efficiently sized & designed, cozy, low maintenance, fabulous views. 1,892 SF, 3 BR, 2.5 BA, oversized detached 2-car garage/shop. 1.3 acres in Payette River Sub. Private Payette River access out your front door. **\$299,900**

**PRIVATE DOWNTOWN LOCATION** - 2 BR, 2 BA, furnished townhouse. 1,361 SF, 1-car garage, vaulted ceilings, Payette Lake views! Quick walk to Mile High Marina, city parks, beaches & downtown. Great vacation property w/rental potential. Low association fees. **\$219,000**



**Mike Chapman 208-634-9691**  
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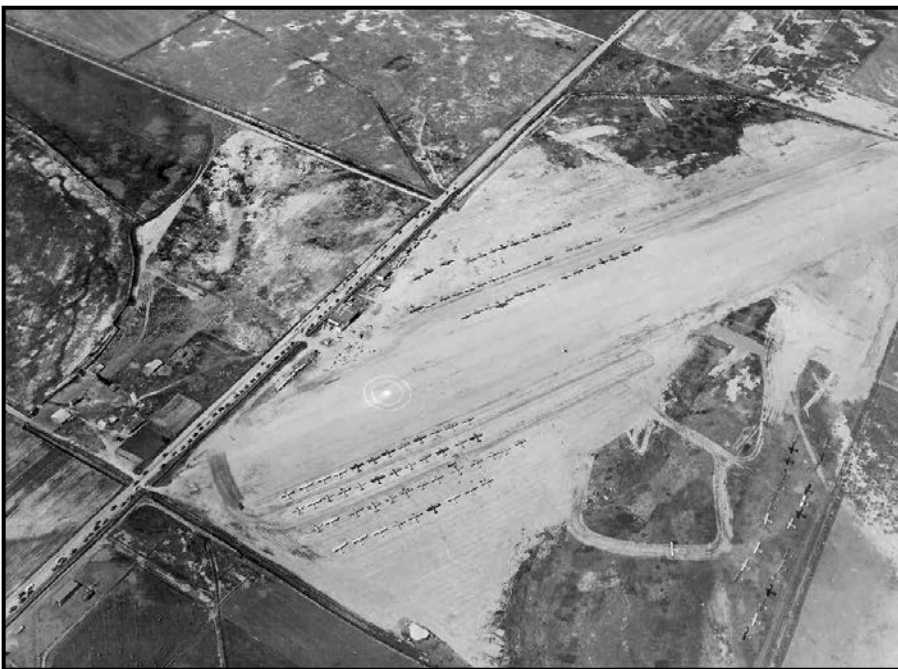
**Idaho Division of Aeronautics**  
**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



**ADDRESS SERVICE REQUESTED**

# Name This Airfield Contest!

*The first correct response to [laura.adams@itd.idaho.gov](mailto:laura.adams@itd.idaho.gov) will receive a prize, and the first ten correct responses will be published with the right answer in the next "Rudder Flutter" issue.*



The photograph posted in the last issue was Ham Field at Idaho State University (ISU), submitted by Pete Stewart. Congratulations to Rich Jarvis, Larry Reeder, Karen Womack, Michael Lee, Ken Reed, Ross Casey, Darrell Manning, Joe Corlett, Glen Jex, and Lance Fish for identifying it correctly. Rich, please call us to provide an address to mail your first-place prize.

**FYI:** Pocatello's Holt Arena (Minidome) now sits where the University Airport (Ham's Field) used to be. According to Larry Green, it was named after Mr. Hamilton who was affiliated with the ISU Department of Aeronautics. It was known to aviators as "Ham's Field" because the campus didn't acquire university status until sometime around the early 1960s. Green says that it actually consisted of three runways: One stretched from the corner of 15<sup>th</sup> Street toward 19<sup>th</sup>. Another from 19<sup>th</sup> Street toward Memorial Drive, and the third runway paralleled Terry Street.

